DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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A new ship and a proud new crew at the handover ceremony at the Jinling shipyard on the Yangtze River. Back row: C/O Zietek, 2/E Chudyk, Capt. Tocitu, C/E Gzella, 3/E Sipiora, Elec. Hausner, AB Lingad; front row CCK Enriquez, AB Lanaza, 2/O Cabial, OS Fernando, AB Maliglig, MTM Regudo, PMP Matunog, 2/O Lusande

"Liselotte" and her first crew

Happy and ready to go - after sea trials and a warm-up period the first of a new generation of Essberger chemical tankers sets course from China to European waters

A special day in the history of John T. Essberger. On 30 August 2023 we took delivery of "Liselotte Essberger" (now verified 7, 134 dwt), the first of four chemical tankers built at Jinling Shipyards in China. After an official handover ceremony on the Yangtze River, the crew was able to begin its maiden voyage and set course for the port of Tianjin in northern China. Here, the chemical tanker took on the first part of its cargo for Europe: cooking oil, which is processed for the production of biofuels. The next port was Hong Kong, where the cargo was completed.

In Singapore, the LNG tanks were filled so that the ship with its dual-fuel engines and tanks – marine gas oil (MGO) and liquefied natural gas (LNG) – can make the journey to the North Sea without further bunker stops. On 26 September, the "Liselotte" passed the Strait of Malacca to reach the Suez Canal after a stopover in Sri Lanka and headed for home waters via Algeciras. The official christening of the ship is planned for 6 December at the Cruise Center Altona, on the Elbe immediately below the shipping company's headquarters.

Excited about first newbuilding for Essberger in ten years

Essberger's Managing Director Jan Eghoej, Head of E&S Tankers, says: "We are truly excited about it as it is the first newbuilding in ten years, despite a lot of 2nd hand activity in between, and there is for sure something special to take delivery of a very modern vessel. We have worked hard developing our ten-year strategic plan for our fleet renewal considering expected demand and we will now proceed on as we are committed to our trade and market. We put a lot of effort into reviewing size and number of vessels required in order to run the most efficient fleet serving our long-term customers."

At the beginning of October, the next two Jinling ships were already in the water. The takeover of the "John T. Essberger", the second newbuilding, should be completed by the end of October. The third ship, the "Eberhart Essberger" is expected in mid-December and the last ship, the "Heinrich Essberger" in the second half of February 2024.

With the delivery of the "Liselotte Essberger" – the first of a total of four chemical tankers that can also be used for alternative LNG operation – we have opened a new chapter in the history of John T. Essberger.

This is a good omen for the 100th jubilee to be celebrated next year. In fact, we are already planning the next chapter, because our fleet is subject to continuous renewal. For safety reasons most of our ships above 20 or 25 years of age are not accepted by customers. It goes without saying that our fleet is subject to continuous monitoring and optimisation throughout its life cycle, especially in terms of economic efficiency, safety and the evolving requirements of ever rising environmental standards.

From an economic point of view, the decision in favour of dual-fuel engines has already proven to be the right one. While it recently looked as if the "Liselotte" would undertake her long voyage to Hamburg primarily with conventional marine gas oil (MGO), LNG is currently proving to be the more economical alternative for bunkers.

In addition to the usual docking intervals of our tankers, mandatory additional safety checks by our customers play a paramount role. External vettings are of particular importance in the quality control of the ship and its crew. This is always a challenge for our crews, because vettings are time-consuming and take place during ongoing on-board operations – not with the exchange of computer data, but face-to-face. Here, the human factor still counts.

But without successful vettings there is no business for E&S Tankers. They therefore enjoy the highest priority, even when a ship is brand-new.

Yours Heinrich von Rantzau

Vetting: a vital procedure in the tanker trade

But how does it work and what are the obstacles? An interview with Niall Mushet of John T. Essberger's SSHEQ

Vessel vetting is a process of evaluating and assessing the sustainability of a vessel for particular purposes, such as carrying a certain type of cargo, or operating in a specific region. This evaluation typically involves a review of the vessel's technical and operational characteristics, and its safety and compliance record. The goal of vessel vetting is to ensure that the ship is safe and compliant with relevant regulations. This applies to all chemical tankers operating in the E&S Tanker fleet. DAL/JTE News talked to Niall Mushet of Essberger Shipmanagement who has the answers.

When was modern vetting introduced? What is the historical background?

Modern vetting as we know it was introduced by the Oil Companies International Marine Forum (OCIMF) in 1993 to address the members' concerns about substandard shipping. Previous to this, individual companies would occasionally assess vessels for suitability and ability to transport liquid cargoes safely through questionnaires and physical inspections. Through OCIMF the membership, which stands in excess of 100 members these days, developed the Ship Inspection Report Programme (SIRE). This ensures a uniform inspection tool enabling terminals, charterers, ship operators and government bodies to use the inspection report as an evaluation tool to assess the vessels nominated. Our vessels also undergo Stichting Chemical Distribution Institute (CDI) inspections which commenced in 1994 shortly after the SIRE inspections, and serve the same purpose. It is the ambition of both these parties to improve safety in shipping, which is beneficial to all of us.

Who carries out the vetting inspections?

Regarding SIRE inspections, we book an inspection with a specific OCIMF member who will then appoint their own inspector. They board the vessel with the SIRE report template and upload the report with observations into the OCIMF database. We then have 14 days to provide corrective actions to the observations prior to the report being released for member access. Screening companies who are not OCIMF members are able to pay for access to the reports. For CDI inspection we make an application for inspection directly to CDI, where they appoint their own inspector to carry out the inspection, using the CDI template. Again, we have 14 days to respond to the observations prior to release of the report.

Why is vetting so important for tanker shipping?

Primarily vetting results form part of the overall risk assessment screening that a charterer or terminal performs to ensure that the vessel will present an acceptable level of risk to berth and to carry the cargoes on board. Additionally, since there is historical data available within the OCIMF database, fleet risk overviews – company risk profiles – are generated. As mentioned before the vetting is only one part of the screening process, other aspects taken into account are:

Niall Mushet of Essberger Shipmanagement

- PSC inspection reports (ship and company)
- Incident records (ship and company)
- TMSA audit results (office equivalent to vettings)

With all this data, charterers are able to make decisions as to whether the vessel and/or company has a low-enough risk profile to be acceptable. It is important that all vessels maintain an acceptable SIRE vetting that is less than six months old, and valid for the intended voyage. CDI vettings need to be not older than 12 months.

What happens if you fail a specific vetting?

A difficult question to answer as there are various factors to consider as to what meets "fail" criteria. The only time we are aware of that a vetting is failed is when there is a clear statement from the inspecting company that the result does not meet their criteria. It can be too many observations in one section, too high a total number of observations or observations which are deemed high risk by the inspecting company, and can lead to a vessel being "declassified" for use for a specific period of time or until a new SIRE is available and assessed as positive. I am pleased to say that such "fails" are very rare in our fleet. On the other hand, it is never clear that the inspection is a pass, so the common approach throughout the industry is that providing there is no negative result of the inspection, it is assessed as a "pass". Unfortunately, different oil majors assess these inspections in a different way and, as such, an inspection acceptable to one company may not be acceptable to another. Some oil majors will not accept a vessel with "open" vetting observations, others will accept. Some will see a particular observation as unacceptable others will see it as acceptable. Results of vessel screening are specific to the company carrying out the screening and their interpretation of the level of risk to them.

All our clients require vessels to have valid vetting reports in the required system (SIRE / CDI). Some will screen only SIRE, others only CDI and some both.

How many questions are contained in the SIRE /CDI reports?

The current version of the SIRE inspection questionnaire (VIQ – Vessel Inspection Questionnaire) contains approximately 165 questions which are spread over 13 sections covering all areas of the vessel. These questions are fixed and are generally yes/no answers, which must then contain objective evidence. This will change with the implementation of SIRE 2.0, which will see a reduction in the number of questions, which are not fixed, and a greater focus on human performance, meaning questions will be asked to various persons on board rather than officers. CDI inspections contain a similar number of fixed questions, however there is already a focus on knowledge within the questions. There is no plan to change these questions for the time being. Once completed, the vetting inspectors will sit down with the senior officers on board, hold a closing meeting and discuss their findings before leaving the vessel. This is the opportunity to voice concerns or disagreements with any observations.

How long does a vetting inspection take?

Vetting inspections, in general, take ten hours to complete on board. This brings various challenges for our trading pattern. These challenges include time in port, the actual timing of the inspection – would we do a nighttime, hours of rest requirements etc. and the fact that we are not permitted to split inspections between ports.

Are vettings done during a normal loading/discharge proceeding in port?

To ensure that vettings have the highest level of acceptance it is necessary to carry them out during cargo operations, for this reason SIRE inspections are done during discharge operations as this is the most acceptable inspection. CDI acceptance levels are the same for either load or discharge inspections.

Are vetting inspectors people with nautical/technical experience like former or active masters or pilots?

Vetting inspectors are trained and categorised within the OCIMF SIRE system, categorisation gives the types of vessels they can inspect, and have usually sailed in senior positions on the vessel type they are inspecting. To become an inspector they must be sponsored, sit an exam, attend inspections as an observer and finally be observed inspecting before they are permitted to inspect on their own. They must also maintain

their accreditation by attending training and carrying out a minimum number of inspections per year. CDI has a similar approach.

What happens if you don't agree with observations raised during an inspection?
Of course, there are times when inspectors raise observations which the people on board do not agree with and that we in the office may not agree with. The best approach to this is for the observation to be discussed and negotiated on board if possible. Once it is uploaded into the OCIMF database it is not possible to remove it, and from the office we can only write comments stating and giving our reasons for not agreeing with the observation.

Are there certain fundamental points that inspectors have an eye for?
Both types of vetting reports are divided into various chapters so that the inspection focuses on specific areas of a vessel, such as navigation, cargo, mooring, certification, machinery spaces, etc.

How do you brief captains/ officers before an inspection? Are surprise inspections possible?
Vetting inspections are planned and should not come as a surprise to anyone. However, some terminals carry out safety inspections without notification. There are various ways we inform masters and senior officers regarding inspection results. Firstly we share on a weekly basis the observations received for that week. This is done to have a reference on board that can be accessed at any time and we do our best to avoid repeat observations whenever possible. Repeat observations can be taken as high risk against the company not the vessel, depending on what they are. We are also able to see specific trends of questions and alert masters prior to the inspection.

What is JTE's overall rating/ performance as far as vetting is concerned?
Our overall vetting result is good when compared with the industry. We have an average number of observations (SIRE/CDI) per inspection of 3.7 / 5.33. This is a figure we would always like to see improve. We appreciate the professionalism and expertise of all on board in helping us achieve good results.

"Liselotte Essberger" ready for sea trials. After a full day's trip on the Yangtze River the chemical tanker reached the open sea

Sea trials and first steps of "Liselotte Essberger"

Bad weather and seasickness took its toll/ Impressive performance of the vessel

The last days before the handover of the "Liselotte Essberger" to the client on 30 August 2023 were a great challenge for all those responsible. Time is money in shipping, as it is everywhere in business. The most important step in this process are the sea trials, when it will be shown how practice relates to theory, provided the weather plays along. And the weather was not kind to the "Liselotte". As the first ship of a new generation of chemical tankers – the first newbuilding by John T. Essberger in ten years – the "Liselotte Essberger" is visually different from the ships of the last generation. The covered forecastle and the white LNG tank on deck are particularly striking.

On the evening of 7 August, almost 100 people were on board, far more than the official crew of 15. In addition to the large number of shipyard staff, they included all the service engineers and the Essberger site team. The sea trials began with a safety and muster drill. Because there are not enough cabins and berths on board for such a large number of people, everyone had to try to arrange themselves as best they could in the chaos of boxes and cardboard

(continued on page 4)

The floating "gas station" for LNG bunkers in Singapore. The "Liselotte Essberger" is coming alongside the tanker

Two pipelines connect both vessels. They are attached to the LNG manifold on the deck of "Liselotte", just below the tank

Six days on the water, and no proper place to sleep. Almost 100 people on board are a challenge for the galley. Storage room in the living quarters

Sea trials and first steps of the new tanker

(continued from page 3)
boxes and duffle bags. They slept wherever they could find a quiet place, if necessary on a chair.

Before sunrise on the morning of 8 August, the "Liselotte" set course for the mouth of the Yangtze River. The representatives of the shipyard gave the captain an introduction to the communication and navigation system. In the late evening, the mouth of the Yangtze River was reached and the ballast tanks could be filled with clean seawater. The effects of the foothills of two typhoons caused such an unpleasant sea state on 9 August that tests could only be carried out to a limited extent. A large part of the equipment tests and machinery adjustments needed calm weather to be done. There was also no improvement in the weather in sight for 10 August. Successfully completed on this day were: the anchor test, fire alarm test, function test of the freshwater generator, sound level and vibration and noise measurement, and finally the cargo deck illumination test.

Finally sea conditions are good enough to do further testing

It was not until late in the evening that the sea had calmed down enough for the service engineers to continue with adjustments of the main engine in gas mode. On 11 August, conditions were good enough to test the bow thruster, the boiler in gas mode and the cargo heating and tank cleaning.

12 August. Weather improved and good conditions. Speed trial and Energy Efficiency Design Index (EEDI) test done in marine gas oil (MGO) mode with good results in regard to speed and consumption. MGO mode was completed in the evening and changeover to carry out test in gas mode. The ship ran very smoothly with little vibration observed during the speed tests and other operations. The turning circle test also proved to be very good with manoeuvrability, according to the captain. The cargo heating system test was done and shown to the crew, tank cleaning system still pending. 13 August. Selective Catalytic Reduction System (SCR) test carried out, all in good order with 75–80% reduction in nitrogen (NO_X) emission after SCR. It was not until 18 August that the sea trials were completed and the "Liselotte" moored again at the Jinling shipyard to work through unresolved issues.

Finally on the long way to Europe via the Suez Canal with a full load of cooking oil in the cargo tanks. The LNG tank and covered forecastle are clearly visible

On 18 August sea trials completed

Essberger Newbuilding Manager Manager Dejan Golub summarises: "The first two days we had no success in any of the tests because of permanent disturbance by weather conditions. Remaining swell and wind after passed typhoons were far too high and strong, making it impossible to stand, walk, lie down or sleep. Three quarters of sea trial crew/participants were seasick and the remaining crew had maintained the ship operational.

Meetings were held with the shipyard leaders every evening to summarise the results of the day and to set the plan for the night shift and next day. Extra meetings were usually organised after each major misunderstanding with the shipyard to clarify who is the responsible party for rectifying the fault or missing functions.

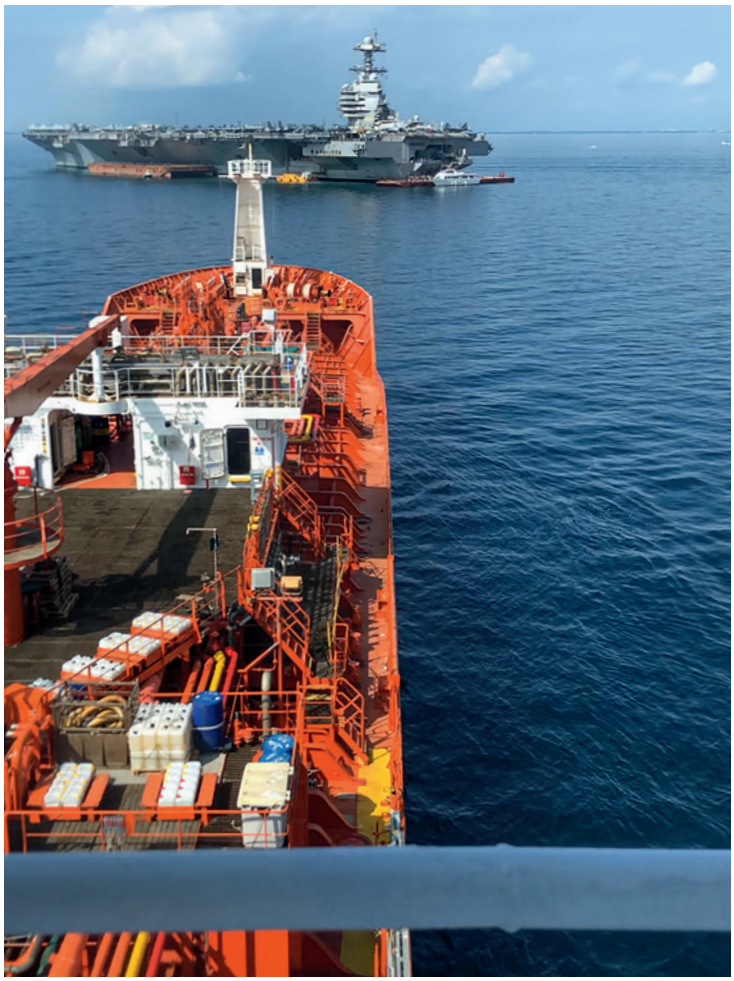
Manoeuvrability of the ship appears to be very good. The captain is very much satisfied and

A loyal customer of E&S Tankers US Navy supplied with water

"Coral Essberger" meets "Gerald R. Ford" in Trieste roads/ Nuclear aircraft carrier biggest warship in the world

E&S Tankers has already gained experience with the supply of drinking water and the removal of grey water for the 4,538 crew members of the nuclear-powered aircraft carrier USS "Gerald R Ford". At the end of last year, the "Dutch Emerald" (6,470 dwt) supplied the world's largest warship, 339 metres long and 100,000 dwt, on the southern English coast. Apparently to the satisfaction of the US Navy. At the end of September, the ship anchored in the northern Adriatic off the port of Trieste. Here the "Coral Essberger" (9,118 dwt) delivered a full cargo of drinking water for the aircraft carrier's tanks. For E&S Tankers' fleet of chemical tankers, equipped with their stainless steel tanks suitable for sensitive cargo, this is not a permanent business, but it is not spurned. Interesting in the photo below: In the background, directly in front of the bow of the warship, you can make out the white hull and three masts of the sailing yacht "A", the largest private yacht in the world with a construction price of 400 million dollars and a length of 143 metres. Owned by a Russian oligarch, "A" is currently under arrest by the Italian authorities.

USS "Gerald R. Ford", 339 metres long. In the background, the 143-metre-long three-masted yacht "A", owned by a Russian oligarch, is under arrest in Trieste



"Coral Essberger" with a full load of drinking water in her cargo tanks is ready to moor alongside the largest aircraft carrier in the world

(continued from page 4)

surprised about dynamic behaviour of the ship when using hard rudder moves. Preliminary results on speed and power management are satisfactory."

It goes without saying that during the sea trials a whole series of weak points and rework still had to be discovered and remedied. That is what sea trials are for. It was not until almost two weeks later that the work was completed to such an extent that the tanker could finally be handed over to its client. For the following three ships, it is to be hoped that the learning process with prototype "Liselotte Essberger" will enable the shipyard to avoid mistakes with the other newbuildings and to keep to the specifications.

John T. Essberger will implement fleet with digital record books

Accurate and transparent recordkeeping is of paramount importance, and digitalisation is a necessary step towards achieving company goals and optimising the crew's workload. The adoption of electronic logbooks in place of the traditional paper ones will help support officers in managing their essential duties and aligns with our company's environmental, social, and governance (ESG) initiatives.

Essberger Shipmanagement (ESM) evaluated and tested various solutions during the past year. The final decision was made in favour of the Sertica Electronic Logbook solution offered by RINA (www.rina.org/en/electroniclogbook).

Rollout of application is planned for beginning of next year

The solution includes all MARPOL record books as well as the deck and engine logbook and the GMDSS logbook. ESM is currently working in close cooperation with the manufacturer on individual improvements that have resulted from the successful test on the "Wilhelmine Essberger".

The preparation for a fleet-wide implementation began in September 2023 with programming of the individual ship data. The roll-out of the application on board is planned to be commenced at the beginning of 2024.

Whereabouts

October 2023

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Einar Bjoerkavaag	Jaroslaw Kawczynski	Piotr Popiel
Amalie Essberger	Jakub Nadaj	Ruslanas Karpovas	Jeremias Cerdenia
Anneliese Essberger	Jan Ten Wolde	Pawel Pawlik	Jan Lodder
Annette Essberger	Koen Ghysels	Valentin Eriskin	Artur Krupa
Birthe Essberger	Jacek Borysiuk	Aleksejs Glinskis	Ruslans Lesciks
Caroline Essberger	Chris De Boer	Marcus Klein	Oebele Kooistra
Charlotte Essberger	Boguslaw Gajdowski	Andrejs Kivko	Sergey Panishev
Christian Essberger	Robert Szmaj	Robert Halicki	Miroslaw Jaworski
Coral Essberger	Dawid Sadecki	Dariusz Podsiadly	Jan Niewierowski
Cuno Essberger	Mariusz Borek	Miroslaw Majer	Marek Ptasznik
Dutch Aquamarine	Nicky Nicolaas Petrus Burger	Slawomir Narloch	Steven Van Royen
Dutch Emerald	Alex Buren	Sjoerd Rijndorp	Sipke Steenbergen
Ellen Essberger	Adam Incewicz	Krzysztof Brandalski	Leonid Volkov
Elsa Essberger	Boguslaw Giedziewicz	Jaroslaw Krok	Roman Kulish
Georg Essberger	Edward Dziduszko	Adrian Mariak	Ion Iorga
Gisela Essberger	Maciej Kaminski	Filip Rajner	Pavel Semyonov
Helga Essberger	Daniel Szarzynski	Maksim Naumcik	Olegs Cerepanovs
Johann Essberger	Deniss Tatarinovs	Pawel Bula	Piotr Trusinski
John Augustus Essberger	Maxim Klementevsky	Quirino II Agot	Alexander Konstantinov
Liesel Essberger	Thierry Micha	Pedro Janeiro Tavares	Miroslaw Szylobryt
Lisa Essberger	Cornelis Lodder	Paul Gene Galotera	Geert Sap
Liselotte Essberger	Dan Tocitu	Marcin Zietek	Artur Kazimierz Gzella
Nordic Saga	Roar Kyvik	Francis Paul Parba	Zygmunt Dobrzyniewski
Nordic Sira	Carlos Calderon Menendez	Ronald Jr. Llanos	Mark Angelo Villaronte
Nordic Sola	Per-olov Persson	Marlon Bien Gonzaga	Steinar Avloyp
Nordic Sund	Kent Baregg	Michael Mabunay	Vladimir Shapovalov
Patricia Essberger	Grzegorz Kakol	Evgeniy Buzyrev	Zoran Zambata
Philipp Essberger	Mareks Satkovskis	Valeriy Dorofeev	Vitor Belo
Roland Essberger	Marcin Madry	Radoslaw Ewertowski	Piotr Kret
Theodor Essberger	Ali Ayara	Artem Zatsarnyy	Tomasz Kozlowski
Ubena	Ruslan Blazhyyevsky	Marek Kajdasz	Pavlo Polishchuk
Ulanga	Janusz Urbanski	Aleksandr Popov	Romeo Roman
Ursula Essberger	Albert Ten Wolde	Michal Pietryka	Stefan Kluijfhout
Wilhelmine Essberger	Leonardus Kanters	Eriks Ciblis	Koen Schenk

Aus der Reederei-Familie

Jubiläen

25 Jahre

Mark Konrad, *IT, Organization & Digitization*, 10.08.1998

Jessie Ballarta Arsaga, *3/E*, 19.08.1998

12,5 Jahre

Aurelio Dela Cruz Clemente, *CCK*, 04.02.2011

Besondere Geburtstage

90 Jahre

Siegfried Rakow, *Pensionär*, 04.10.1933

85 Jahre

Werner Lüdtke, *Pensionär*, 07.08.1938

Eberhard Stötzner, *Pensionär*, 19.09.1938

Horst Pohl, *Pensionär*, 19.10.1938

80 Jahre

Friedrich-Karl Faber, *Pensionär*, 09.09.1943

75 Jahre

Erika Beyer, *Pensionärin*, 05.10.1948

70 Jahre

Henning Bosum, *Pensionär*, 09.08.1953

Capt. Carlos Ernesto Calderon Menendez, 17.08.1953

Angelika Lindner, *Pensionärin*, 26.10.1953

65 Jahre

Capt. Jaroslaw Maciuk, 22.10.1958

Zbigniew Hausner, *Elec.*, 28.10.1958

60 Jahre

Hendrik van Schoonhoven, *C/E*, 01.08.1963

Capt. Cezary Niczyperowicz, 04.08.1963

Dariusz Kaszlewicz, *CCK*, 18.08.1963

Capt. Robert Waldon, 05.09.1963

Rolando Mayuga De Loyola, *2/O*, 13.09.1963

Capt. Per-Olov Edvin Mikael Persson, 25.09.1963

Wilhem Tesorero Suner, *PMP*, 29.09.1963

Tomasz Wolczek, *C/E*, 05.10.1963

Capt. Thomas Maria Kijzers, 09.10.1963

50 Jahre

Capt. Andrey Grzhibovskiy, 03.08.1973

Amante Selga Gurtiza, *AB*, 04.08.1973

Mark Konrad, *IT, Organization & Digitization*, 13.08.1973

Neue Auszubildende an Land

Nele-Sophie Bauer

Daniela Céron Villamarín

New faces

Nele-Sophie Bauer, 19, (top) and Daniela Cerón Villamarin, 26, (bottom) are JTE's trainees to become shipping agents. Nele-Sophie is from Hamburg, and Daniela was born in Popayán/Colombia, where she completed her law studies. She has worked as an au pair and has now dared to start anew in Germany.

Wir gratulieren zur Geburt eines Kindes

Max Van Oekel,
Sohn Rudi, Juli 2023

Geheiratet haben

Tim Johannsen,
E&S Tankers, August 2023

Kristof Kück,
Ship Management, August 2023

Wir gedenken

Karin Nickel (85 Jahre),
August 2023

Capt. Josef Georg Stingl
(76 Jahre),
September 2023

DAL trainees meeting after 40 years

On 2 August 1983, 40 years ago, nine prospective ship mechanics began their training with Deutsche Afrika-Linien. It began with a ten-week training block at the Elsfleth Seamen's School, housed on the sail training ship "Großherzogin Elisabeth". On 15 October, they mustered on the DAL training vessel "Transvaal" (2,434 TEU). With a share of 888 reefer containers, it was the largest German reefer ship at the time, destination South Africa. On the way, there was a proper equator baptism. "With different stinking substances, we were cleansed by Neptune from the dirt of the northern hemisphere, both internally and externally," Dirk Klein remembers. After further schooling and spread out on voyages aboard the "Ubena", "Usambara" and "Usaramo", the apprenticeship was completed on 2 July 1986. Their paths parted.

From Moses to ship's mechanic: Reunion in front of the Holstentor in Lübeck 2023: Axel Seemann, Frank Richters, Dirk Brinkmann, Dirk Klein, Frank-Peter Borsel

Through research in social networks, it was possible in February 2019 to motivate six of the former trainees to meet again after 33 years in Hamburg and to revive the old friendship. In 2020 they met in Bremen, in 2022 in Wilhelmshaven and in 2023 for the 40th anniversary in Lübeck. Dirk Klein: "We think back fondly on our time at Deutsche Afrika-Linien, the good training and the nice colleagues. We also want to meet again next year."

Regards from Manila cadets

Last week in December the 30th batch of cadets in Manila, sponsored in cooperation with our partner Norwegian Shipping Association (NSA), held the MOA Signing and Company Orientation. Maj Reger responsible in the Essberger Crewing department, received the following letter:

"We, the John T. Essberger cadets, would like to use this opportunity to send our best regards to you and your team, and to the company itself. We would also like to inform you that we are doing well and we are having a good time whilst under training. We are performing our studies competently, and we are making sure to accomplish our academic tasks effectively. This is all thanks to the company for providing us with this invaluable opportunity to learn and grow in such a supportive environment. The MOA Signing and Company Orientation event was a significant milestone for us, as it marked the beginning of our journey with NSA. Your guidance and support throughout this process have been instrumental in our smooth transition into the program, and we are genuinely thankful for that. As we continue our training, we are steadfastly committed to upholding the exemplary standards set by John T. Essberger and the NSA. We will do our best to improve ourselves whilst studying here in the academy so that we will be worthy to be part of this esteemed company and sustain its legacy of excellence in the future.

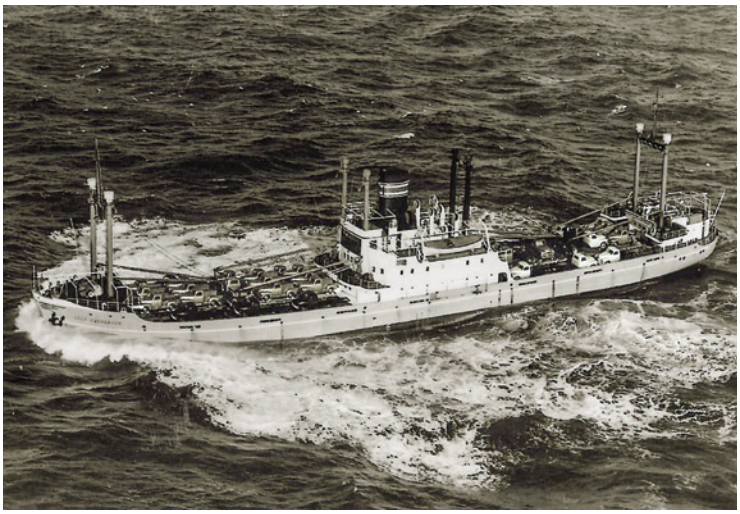
Your unwavering support and trust in us serve as a constant source of motivation and we are committed to work diligently in order to meet and exceed the expectations of John T. Essberger. Once again, we offer you our sincerest gratitude for giving us this incredible opportunity and we look forward to the challenges and growth that lie ahead in our journey."

Cadets looking forward to a bright future: engine cadets Chell Mart Pepito, Johndy Mari Taganahan, John Llody Lasola and King Mert Cascayan; deck cadets Rebier Agarin, Ronan Raphael Lata, Jim Lawrence Tantuan and Dinel Salvador

For more information on the **DAL/JTE Group** please contact Svante Domizlaff, tel: +49 40 38016-611, email: svante.domizlaff@rantzau.de or the German head office **Deutsche Afrika-Linien** Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, fax: +49 40 38016-663, email: contact-dal@rantzau.de or **Essberger & Stolt Tankers** Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, email: chartering@es-tankers.com

John T. Essberger is not just a tanker ride – Dry Cargo looks back on a long history

In 1935 Essberger Dry Cargo set sail/Massive losses during WW2/ Currently two modern container ships in service



Delivered in 1950 "Lucy Essberger" (2,553 GRT) was Essberger's first newbuilding after WW2, small and technically outdated with her steam engine (!), dwarfed by the Rules of the Potsdam Treaty

Delivered in 2016 "Ulanga" (2,268 TEU) is one of Essberger Dry Cargo's state-of-the-art container ships. With her 500 plugs for reefer containers and three 45-ton on-board cranes she is a perfect vessel for outport feeder operations

Whoever hears the name John T. Essberger first thinks of today's chemical shipping of the DAL/JTE Group. However, it should not be forgotten that for a long time Essberger also owned and still owns general cargo and container ships as well as bulk carriers, which are mainly employed in tramp shipping. Within the group, the ships now belong to the "Essberger Dry Cargo" division.

Ten years after founding the shipping company in 1924, John T. Essberger decided to enter the dry cargo business in order to minimise the economic risk of relying simply on the oil boom. In 1935, the motor ship "Anneliese Essberger" (5,173 GRT) was launched at shipyard Deutsche Werft in Hamburg-Finkenwerder: 133 metres long, speed 13 knots, powered by two MAN 6-cylinder two-stroke diesel engines and a crew of 34. Technically at the height of the pre-war era, the "Anneliese", named after Liselotte von Rantzau-Essberger's sister, was used in tramp shipping worldwide.

The company had little time to enjoy its first dry cargo vessel. When war broke out in 1939, the "Anneliese" was on her way from East Asia to Egypt with a cargo of soya. The Reich Ministry of Transport immediately took command and sent the "Anneliese" to Japan, where she was used as a supply ship for German raiders operating in the Pacific. In 1941, the crew managed to return to occupied Bordeaux on the French Atlantic coast. In 1942, the Ministry of Transport again sent the ship on course for Japan, but the cruiser USS "Milwaukee" brought up the "Anneliese" off the West African coast. The captain ordered to scuttle his ship, which was only seven years old, just before the Americans would board.

New ideas for cargo vessels already in 1938

The construction of the next general cargo ship, the "Elsa Essberger" (6,041 GRT) at Howaldtswerke in Hamburg, caused a considerable stir in shipping circles back in 1938. In terms of design and equipment, the "Elsa", named after Essberger's second wife, was groundbreaking. The propulsion was a MAN 8-cylinder two-stroke engine with 3,350 PSe, whose fuel was designed for a voyage of 18,930 nautical miles. That was pretty much the distance between Germany and Japan. "Elsa" was among the first cargo vessels to feature steel – rather than wooden – hatch covers and was praised by the crew for her separated, functional living quarters. The shipowner's wife, who had given the ship her name, was responsible for the furnishing with linen bedding and colourful curtains. The almost new ship met the same fate as the "Anneliese": she was surprised by the outbreak of the war in East Asia, diverted to Japan, and also had to serve as a supply ship for German raiders in the Pacific. In 1944 she managed to break through to territory in France still occupied by Germany and was subsequently sunk by her own crew as a block ship in the Gironde River, by order of the German War Navy.

After the war, the shipping company was left empty-handed. The Essberger fleet had sunk or been handed over to the Allies. This time it was not a tanker that marked the beginning of the shipping company's reconstruction, but a dry cargo ship: the "Lucy Essberger", delivered by Essberger's favourite shipyard Howaldtswerke, Hamburg. She was a rather small ship and powered by an antediluvian steam engine. Essberger was left no other choice. In order to guarantee the supply of Germany, the victorious powers had decided in the Potsdam Agreement to allow a small number of newbuildings, with the maximum key data of 1,500 GRT, 12 knots speed, a maximum range of 2,000 (!) nautical miles, a load capacity of three tons for the cargo gear, accommodation for a crew of 24 – and a double-expansion steam engine of 1,200 hp as main propulsion, obligatory for all ships over 33 metres in length. These were exactly the dimensions of the "Lucy Essberger". "Lucy" was employed in tramp shipping for ten years and subsequently sold to Yugoslavia. In 1969, the vessel sank in a storm near Sardinia. Nine of the crew of 21 lost their lives.

The latest shipping crisis and the abandonment of the DAL liner service to South Africa have resulted in a reduction in the dry cargo fleet, currently consisting of two state-of-the-art container ships, the "Ulanga" (2,268 TEU), which sails in charter for Hapag-Lloyd in the West Africa service, and her sister ship "Ubena", which is employed by CMA CGM in East Asia. The two 185-metre, 19-knot feeder vessels feature a large number of reefer plugs (500!) and three 45-ton on-board McGregor cranes each and were delivered by Yangfan Shipyard in China in February 2016. The ships are powered by a Tier II Doosan main engine of the type 6GM60ME-9-2 of 13,000 kW at 97 rpm/MAN, designed with low consumption and existing as well as future environmental regulations in mind.

Only recently, Managing Owners Dr Eberhart von Rantzau and Heinrich von Rantzau confirmed that the group of companies is still prepared to invest in new tonnage for Essberger Dry Cargo, provided that the economic conditions make such a decision appear sensible.